

ANNUAL REPORT .

OF

THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

JANUARY 1, 1899.

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Commonwealth of Massachusetts.

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled.

INTERRUPTION CAUSED BY THE WAR.

In submitting their sixth annual report of the operations of the Massachusetts Nautical Training School for the year 1898, the commissioners desire to call attention to the fact that, owing to the conditions resulting from the late war with Spain, the school has been subjected during the past year to a very severe test in carrying on its work, and has also had an unexpected and favorable opportunity of proving the value of the school in training young men for the naval service, as well as for the mercantile marine.

Early in April, at the close of the winter term of 1897, when about to commence preparations for the usual summer cruise of the "Enterprise," it became apparent to the commissioners that, in view of the probable war, it would be unwise to attempt to send the ship into foreign waters.

During the first two weeks in April all of the five naval officers detailed to the "Enterprise," including the commander, were detached by the Navy Department and ordered to active duty in United States ships of war. As there seemed a probability that the Navy Department might also need the services of the "Enterprise," which is only loaned by the general government to the Commonwealth of Massachusetts, the commissioners applied to the Secretary of the Navy, through Senator Henry Cabot Lodge, in regard to

that matter, and were informed in due course that the "Enterprise" would not be required for government use. It was then determined by the commissioners that the school should be continued, although meanwhile both the Pennsylvania and the New York nautical schools had been temporarily closed.

To that end vigorous efforts were at once made to secure suitable officers for the "Enterprise," who should also be competent to act as instructors in navigation, practical seamanship and marine and electrical engineering. This was found to be no easy task, as the organization by the general government of a large auxiliary navy had created a demand for educated and experienced officers of the mercantile marine, while the retired officers of the navy had also been largely drawn upon for the new ships.

In this emergency the secretary of the Board, Capt. F. Stanhope Hill, volunteered to perform the additional service of acting as superintendent during the cruise. Captain Hill's experience as a commanding officer in the mercantile marine and in the navy during the civil war, and his complete knowledge of the school, would have made him a competent superintendent; but the Board felt that they could not dispense with his services as secretary, in which office he has saved the Commonwealth considerable sums by his systematic business methods.

The commissioners were at last, fortunately, enabled to secure the services of Commander Andrew J. Iverson, U. S. Navy, an experienced seaman and a retired officer of the navy, as superintendent of the school and commander of the "Enterprise," and he took command May 1; the commissioners obtaining the required permission from the Navy Department to enable Commander Iverson to leave the limits of the United States. A somewhat limited number of other officers was also found, who filled, to the extent of their ability, the positions of executive, navigating and watch officers, engineer and surgeon.

SUMMER CRUISE.

It was then decided to limit the cruise of the ship to the coast of New England, which included visits to Marblehead,

Salem, Portland, Rockland, Bath, Bar Harbor and Eastport, Me., extending it finally, when it became evident that no Spanish vessels of war were in northern waters, to Halifax, N. S. This cruise began May 31, with ninety-seven cadets on board.

At all of these ports the "Enterprise" was most hospitably received. At Portland, on the Fourth of July, by special invitation of the municipal authorities, the cadets of the school took part as a battalion in a parade, in which a military organization from Montreal, Can., was also in line. At Bath, Me., through the courtesy of Gen. William B. Hyde, the engineering class was afforded an opportunity for visiting the Bath iron works, and inspecting the practical working of that great ship and engine building establishment.

At Eastport, Me., the chairman of the Board, Rear Admiral Geo. E. Belknap, U. S. Navy, met the "Enterprise" and gave her a very careful inspection, taking advantage of the occasion to extend his inspection to a brief cruise with the ship from Eastport to Bar Harbor, Me., that he might the better judge of the competency of the new officers and the efficiency of the cadets at sea.

At Halifax unusual courtesy was shown to the officers and cadets by the British army and navy authorities, including Vice Admiral Sir John Fisher, commanding the squadron, and Lieut.-Gen. Lord William Seymour, commanding the land forces, as well as the governor of the Province of Nova Scotia, the mayor of Halifax, and our consul-general, Mr. John G. Foster, who showed the officers every possible attention.

During the intervals between the visits to the ports above mentioned the cadets were constantly exercised at sea in steering, sounding, handling sails, reefing and shortening sail, tacking and wearing ship and other nautical evolutions, and the engineer cadets handled the engines while the ship was under steam. In fact, the working of the ship was entirely done (under the supervision of the officers) by the cadets, and, as might be expected, they greatly improved in the knowledge of the practical side of their profession during this cruise.

In his report to the commissioners Commander Iverson notes the fact that during the entire cruise they were greatly delayed and quite seriously inconvenienced by the prevalence of unusually thick fogs along our coast, particularly in the Bay of Fundy.

The "Enterprise" returned to Boston on September 15, after a satisfactory cruise of three and a half months, with all well on board, the general health of the ship's company and the cadets having been excellent throughout, the improvement in their physical condition being very manifest.

WAR RECORD OF CADETS.

When the news of the declaration of war with Spain became known, the cadets were at once inspired with a desire to do something for their country, and a number of them withdrew from the school and volunteered in different capacities in the navy and in the army. During the three months of active hostilities about seventy cadets and graduates of the school enlisted in the United States service. Although a "record of graduates" is kept in the commissioners' office, it is a very difficult matter to follow the career of the graduates after they leave the school to enter upon their life-work, and doubtless several are omitted from our list. So far as known sixty-six cadets or graduates served during the war, in the following capacities:—

NAVY.

Ensigns:—

George R. Lauriat, Medford, . . .	U. S. S. "Constellation."
Franklin B. Harwood, Rockport, . . .	U. S. S. "Scipio," "Glacier" and "Sandoval."
Horace F. Fuller, Melrose, . . .	U. S. S. "Lehigh."

Naval cadet:—

Wm. H. Boardman, Lawrence, . . . Monitor "Amphritrite."
 Alfred J. O'Leary, Worcester — Passed examinations for entrance to the navy as a naval cadet, and was placed on list of eligibles, but saw no service on account of the termination of hostilities.

Assistant engineer:—

Edward M. Jennings, Hyde Park, . . . U. S. S. "Piscataqua."
 W. Warren Ruggles, Dorchester — Passed examinations, and was duly qualified for appointment as assistant engineer, but did not serve in the navy on account of termination of the war.

Chief machinists : —

Louis E Barnes, Worcester,	.	.	.	U. S. S. "Harvard."
H. E. Kershaw, Lawrence,	.	.	.	U. S. S. "Machias."

1st class machinists : —

David R. Driver, Weston,	.	.	.	U. S. S. "Gov. Russell."
Herbert Clogston, Hyde Park,	.	.	.	U. S. S. "Harvard."
Clarence E. Wood, Fall River,	.	.	.	U. S. S. "Talbot" and "Buffalo."

2d class machinists : —

Ralph R. Bachelder, Lowell,	.	.	.	U. S. S. "Resolute"
James F. Leslie, Worcester,	.	.	.	U. S. S. "Concord."
John H. Marks, Jr., Roslindale,	.	.	.	U. S. repair ship "Vul- can;" engineer third watch U. S. S. "Maria Teresa"
Geo. M. McBarron, Boston,	.	.	.	U. S. S. "Cæsar" (col- lier).
P. W. Kimpton, Somerville,	.	.	.	U. S. S. "Resolute."
Frank D. Doyle, Boston,	.	.	.	U. S. S. "Gov. Russell."
Martin P. Kilcourse, Lawrence,	.	.	.	U. S. S. "Southery."
Charles R. Seed, Lawrence,	.	.	.	U. S. C. S. S. "A. D. Bache;" U. S. S. "St. Louis."
Ernest H. Merry, Lynn,	.	.	.	U. S. S. "Harvard."

Chief yeomen : —

George P. Carver, Roxbury,	.	.	.	U. S. R. C. "Hannibal."
Davis W. Ware, Northfield,	.	.	.	U. S. S. "San Francisco."
Richard Rowles, Marlborough,	.	.	.	U. S. S. "Topeka."

1st class yeoman : —

George Spalding, Reading,	.	.	.	U. S. S. "Marcellus."
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Quartermasters : —

Harold W. Davis, Boston,	.	.	.	U. S. S. "St. Paul."
Wilbur S. Sanders, Reading,	.	.	.	U. S. S. "St. Louis."
Emery Rice, Boston,	.	.	.	U. S. S. "Harvard."
Arthur W. Morey, Greenfield,	.	.	.	U. S. S. "Yale"
Reo Bennett, Boston,	.	.	.	U. S. S. "New Orleans."
Fred H. Stackpole, Hyde Park,	.	.	.	U. S. S. "Prairie."
Wm. J. Fitzgerald, South Boston,	.	.	.	U. S. S. "Monadnock."
Irving R. Wilmot, Boston,	.	.	.	U. S. S. "Newark" and "Princeton."

Mate : —

George E. Eaton, Wakefield,	.	.	.	Senior mate U. S. S. "Mayflower."
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Gunner's mate : —

Fred'k A. Sparks, Provincetown, . . . U. S. S. "Bancroft."

Bugler and seaman : —

Arthur B. Thomas, Bedford, . . . U. S. R. C. "Manning."

Pharmacist : —

Chas. A. Noll, Concord Junction.

Miscellaneous (ratings not known) : —

John T. Carr, Malden.

Harry M. Davie, Boston, . . . U. S. S. "St. Louis."

Willis Howes, South Yarmouth.

Arthur W. Kelsey, West Hingham, . . . U. S. R. C. "Dallas."

David P. O'Brien, Marlborough.

Arthur E. Soper, Norton — Enlisted in Naval Reserve but saw no service.

Orison W. Woodbury, Lynn, . . . U. S. S. "Yorktown."

Eldon G. Freeman, Whitman, . . . U. S. S. "San Francisco."

Leonard F. Cox, Whitman, . . . U. S. S. "San Francisco."

Chas. W. Clift, Whitman.

James A. McGregor, Worcester, . . . U. S. S. "Harvard."

James H. B. Meehan, Lowell, . . . U. S. S. "Yale."

Harvey F. Bartlett, Somerville, . . . U. S. S. "Philadelphia."

Chas. E. Peterson, Somerville, . . . U. S. S. "Philadelphia."

Elmer G. Frisbie, Rockport, . . . U. S. S. "Piscataqua."

Joseph G. McGrath, Quincy, . . . U. S. C. S. S. "A. D. Bache."

Robt. B. Gregory, Boston, . . . U. S. S. "St. Paul."

James O. Howard, Holliston, . . . U. S. S. "Brooklyn."

Wm. Malley, Boston, . . . Gunner's mate, U. S. S. "Texas"

Geo. L. P. Covell, Boston, . . . U. S. S. "Prairie."

Wm. S. Earle, Worcester, . . . U. S. S. "Harvard."

Ernest R. Brown, Waltham. — Offered his services, but failed to pass physical examination for entrance to navy on account of throat trouble.

Frank P. Killion, Malden, . . . "Bay State."

W. A. McCarty, North Abington, . . . U. S. S. "Columbia"

Saunderson Macnamara, Worcester, . . . U. S. S. "St. Louis."

John O. Sargent, Worcester, . . . U. S. S. "Harvard."

Simon P. Meagher, Rockport. Lieutenant in Naval Reserve.

Edward F. Gavagan, South Boston, . . . U. S. S. "St. Paul."

Harry T. Phelps, Northampton, . . . U. S. S. "Niagara."

ENLISTED IN THE ARMY.

Philip W. Lauriat, Medford, 2d Lieutenant, Co. F, 1st U. S. Volunteer Engineers.

H. W. Jennison, Hudson, Co. M, 5th Mass. U. S. Volunteers ; later transferred to band as cornet player.

Dwight B. Lawton, Worcester, 1st Sergeant, Co. H, 12th U. S. Infantry.
Ralph E. Damon, Leominster, Co. B, 6th Mass. U. S. Volunteers
Carroll M. Cheney, Worcester, enlisted in 47th New York Regiment,
U. S. Volunteers, and went to Camp Black, but failed to pass physical
examination on account of a difficulty with eyes.

Ex-cadet William H. Boardman of Lawrence had passed from this school to the Naval Academy at Annapolis, and was in the second class when the war with Spain commenced. He was ordered as a naval cadet to the monitor "Amphritrite," and was killed on board that ship by the accidental explosion of a shell, at San Juan, Porto Rico.

Edward M. Jennings of Hyde Park, who graduated from the school at the head of his class Oct. 10, 1895, received the commendation of the Navy Department on the excellent character of his examination for admission to the navy as an assistant engineer.

EXPRESSIONS OF APPROVAL.

A number of persons, mainly parents of cadets, have written to the Board expressing their opinions of the Nautical Training School, basing their views upon their personal knowledge. A few extracts from these letters are appended: —

During a somewhat extended term of service in the Legislature, one of my committees (Education) had more or less to do with the school under your control. I repeatedly visited the "Enterprise," and each time came away with increased admiration for what I saw. The school seemed to me to fill just the place long vacant in our system. Excellent mental and physical drill, with just enough of adventure in the annual cruise, gives to the boys an outfit for useful lives. I fancy that experience will result in even better future work, and that the training ship is assured a permanent place in the grand educative system of the Commonwealth.

ALFRED S. ROE.

WORCESTER, MASS.

My son, a recent graduate, passed the examination for a position as an assistant engineer in United States Navy. After the signing of the protocol he passed the technical examination for

papers as first assistant engineer in the mercantile service, but lacked the sea service required by law. It seems to me the work done by your Board cannot be too highly commended, and should be continued in the future.

WILLARD RUGGLES.

BOSTON, MASS.

My son, Edward M. Jennings, was chief engineer of the U. S. S. "Piscataqua" during all the time she was in the service. Upon her going out of service he was assigned as engineer of the U. S. S. "Vixen," now at the Norfolk yard, Norfolk, Va., fitting out for coast survey, Cuba, and expecting to leave about the first of the year. He is chief engineer of "Vixen." If the young men will improve their opportunities on the "Enterprise," they can get and hold responsible positions.

E. L. JENNINGS.

BOSTON, MASS.

My son, Geo. F. Waite, after serving two years on the "Enterprise," has continued a seafaring life, and his success in his profession and the excellent percentage he attained in obtaining a license as mate and first-class pilot for steamers of 3,000 tons in this district, I attribute to his experience and knowledge gained in the Nautical Training School.

HORACE WAITE.

BOSTON, MASS.

Having had two of my sons on the "Enterprise," I have watched their progress somewhat critically. I know of no better manner of training and discipline to develop and bring into practical uses whatever latent powers and possibilities any strong, healthy lad may possess. To my mind it seems the preparing a proper foundation for any business or profession in after life. Am only sorry I did not put all my boys through the Nautical Training School.

BOSTON, MASS.

THOS. B. J. L. GRADY.

DETAIL OF NAVAL OFFICERS RESUMED.

All appointments made during the summer were subject to revocation when regular naval officers should again be assigned to the school.

On October 1 the Navy Department detailed to the "Enterprise" as commander, executive officer, navigating officer and watch officer, the following gentlemen:—

Commander Fred'k M. Wise, U. S. Navy.
Lieut. Martin E. Hall, U. S. Navy.
Lieut. Roger Welles, Jr., U. S. Navy.
Ensign J. R. P. Pringle, U. S. Navy.

As the Navy Department was unable for the present to assign a surgeon or an engineer officer to the "Enterprise," both these positions have been filled by civilians.

Commander Wise is an officer of very high standing in the naval service, who has had several years' experience that especially fits him for his present post. He was three years at the Naval Academy at Annapolis as instructor in international law, and six years as head of the department of modern languages, besides serving as executive officer of the U. S. naval apprentice ships "Monongehela" and "Essex."

Lieutenant Hall is an officer of distinguished ability and scientific attainments, who, during the month of December, 1898, became by promotion a Lieutenant-Commander. He is an exceedingly efficient executive officer, and a valuable aid to the superintendent.

Lieutenant Welles and Ensign Pringle, who were attached to the school at the outbreak of the war, were detached by the Navy Department and ordered to active service. The commissioners were gratified at the desire of these officers to return to the Nautical Training School, as they had already proved their efficiency in their respective positions.

Commander J. Giles Eaton, U. S. N., was detailed to be superintendent of the school in December, 1896, and the Board hoped that he might remain for the usual term of three years. On his detachment, April 11, 1898, to take command of the U. S. S. "Resolute," the Board sent him a letter expressing their satisfaction with his conduct of the school and the high state of efficiency in which he left the "Enterprise."

CHANGES IN PERSONNEL.

July 1, 1898, Prof. Albert Bushnell Hart of Cambridge was reappointed as a commissioner for three years.

The changes in the officers and instructors of the school during the past year have been as follows:—

Jan. 13, 1898, Ensign W. A. Moffett, U. S. N., was detached.

January 22, Lieut. Roger Welles, Jr., U. S. N., was detached.

February 1, Ensign J. R. P. Pringle, U. S. N., reported, *vice* W. A. Moffett, U. S. N., detached.

February 23, Ensign Arthur B. Hoff, U. S. N., reported for duty, *vice* Lieut. Roger Welles, Jr., U. S. N., detached.

March 3, Lieut. Wm. F. Low, U. S. N., was detached.

March 7, 1898, Lieut. James T. Smith, U. S. N., reported for duty, *vice* Lieut. W. F. Low, U. S. N., detached.

April 5, Ensign Arthur B. Hoff, U. S. N., was detached.

April 11, Commander J. Giles Eaton, U. S. N., was detached.

April 11, Lieut. Jas. T. Smith, U. S. N., was detached.

April 11, P. A. Engineer Sam'l H. Leonard, U. S. N., was detached.

April 11, Lieut. Chas. A. Foster, U. S. N., retired, was appointed by the Board of Commissioners as commander of the "Enterprise" and superintendent of the school.

May 1, Mr. Cyrus D. Foss, formerly P. A. engineer, U. S. N., was appointed by the commissioners as chief engineer of the "Enterprise."

May 1, Dr. E. L. Saunders was appointed by the commissioners as surgeon.

May 1, Mr. Norman G. Burton was engaged as instructor in mathematics.

May 1, Lieut. Chas. A. Foster, U. S. N., having been ordered by the Navy Department to the U. S. S. "Wabash," resigned as superintendent of the school.

May 1, Commander Andrew J. Iverson, U. S. N., retired, was appointed as commander of the "Enterprise" and superintendent of the school.

May 7, Mr. James W. Hill was appointed as navigator and instructor.

May 7, Mate John Griffin, U. S. N., retired, was appointed mate.

June 1, Mr. Alfred E. King was appointed as temporary paymaster, in addition to his duties as captain's clerk.

June 15, Mr. William A. Colcord was appointed chief engineer, *vice* C. A. Foss, resigned.

September 15, Dr. T. Amory De Blois was appointed as surgeon, *vice* Dr. E. L. Saunders, resigned.

October 1, Commander Frederick M. Wise, U. S. N., reported as commanding officer.

October 1, Lieut. Martin E. Hall, U. S. N., reported as executive officer.

October 1, Lieut. Roger Welles, Jr., U. S. N., reported as navigating officer.

October 1, Ensign J. R. P. Pringle, U. S. N., reported as watch officer.

STATISTICS OF CADETS.

Cadets admitted during 1898.

Number in school Jan. 1, 1898: —			
Seamanship class,		37	
Engineer class,		58	
Total,			95
Applications received, 1898,		155	
Failing to appear for examination,	12		
Unsatisfactory recommendations,	1		
Awaiting examination,	5		
Applicants examined,	137		
	155		
Examined,		137	
Failed to pass (mentally and physically),	3		
Failed to pass mental examination,	22		
Failed to pass physical examination,	5		
Passed examinations,	107		
	137		
Passed examinations,	107		
Re-entered,	2		
		109	
Unable to qualify after passing,		10	
Total number added to the school during 1898,			99
Total number cadets connected with school, 1898,			194

Cadets withdrawn during 1898.

Total number regularly graduated,		40	
Seamanship class,	15		
Engineer class,	25		
	40		
Withdrawn,	26		
Dismissed,	11		
Dropped from roll without a discharge,	10		
Deserted,	2		
Total withdrawals, dismissals, etc.,		49	
Total withdrawals, 1898,			89
Number in school Jan. 1, 1899: —			
Seamanship class,		42	
Engineer class,		63	
Total,			105

FINANCES AND APPROPRIATIONS.

The loss of the detail of United States naval officers during the war, and the necessity of engaging the services of civilians to fill their places, as well as the increased rate of wages demanded by all grades of seamen, caused an increase in the pay roll of the "Enterprise." Another result of the war has been that for the present, at least, the commission has been deprived of the admirable and very convenient docking facilities they had enjoyed at the Charlestown Navy Yard for the past three years, free of expense. The Navy Department having use for all the available room at the Charlestown yard for the ships of the navy, and being about to commence the erection of a large dry dock, it was deemed inadvisable to grant the facilities heretofore extended in the way of winter quarters for the "Enterprise."

The commission has succeeded, however, in securing an excellent wharf for the ship, with the use of an adjacent brick building, at the moderate rental of \$570, for the six months required. It is conveniently located on Commercial Street, and, fortunately, is enclosed, so that communication from the adjoining street is shut off, except by permission of the superintendent.

The "Enterprise" is now moored at that wharf with one hundred and five cadets on board, who are actively pursuing their studies under a full corps of naval and civilian instructors.

Notwithstanding these additional expenses, and after having had a very full school, kept up to a high standard of efficiency, the commissioners are gratified in reporting that the outlay for conducting the school during the past year has been kept within the customary appropriation of \$50,000, as is shown below.

At the request of the commissioners, the appropriation for office expenses was in 1895 cut down from \$5,000 to \$4,500. Within the past two years the increase in the number of cadets, the improvements in the administration of the finances and the painstaking system of the registration of cadets and graduates have thrown much additional

work upon the office force. We respectfully request that the appropriation be restored to the previous figure of \$5,000 a year, so that we may make a proper provision for the increased labor.

APPROPRIATIONS.

The estimates for 1899 are as follows : —

For current expenses, the same sum as heretofore, viz.,	\$50,000 00
For office expenses,	5,000 00

The appropriations for the school for 1898, which are here accounted for, were : —

<i>Current Expenses.</i>	
Appropriation,	\$50,000 00
Expended : —	
Pay roll,	\$25,195 24
Provisions,	14,003 54
Instruction,	738 41
Seamanship department,	3,860 36
Engineering department,	2,789 83
Miscellaneous,	3,343 37
Total amount expended,	49,930 75
Balance unexpended,	\$69 25

<i>Office Expenses.</i>	
Appropriation,	\$4,500 00
Expended : —	
Salaries,	\$3,101 98
Commissioners' expenses,	735 25
Miscellaneous,	610 95
Total amount expended,	4,448 18
Balance unexpended,	\$51 82

Respectfully submitted,

GEO. E. BELKNAP,

REAR ADMIRAL, U. S. N. (Retired), LL.D.,

Chairman.

ROBT. B. DIXON, M.D.,

ALBERT BUSHNELL HART, PH.D.,

Board of Commissioners.

LEGAL AUTHORITY FOR THE SCHOOL.

AUTHORITY OF THE UNITED STATES.

[CHAPTER 339, June 20, 1874.]

AN ACT TO ENCOURAGE THE ESTABLISHMENT OF PUBLIC MARINE SCHOOLS.

That the secretary of the navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of the State, a suitable vessel of the navy, with all her apparel, charts, books and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school or college having a branch established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, San Francisco, Washington, Charleston, Savannah, Mobile, New Orleans, Baton Rouge, Galveston, and in Narragansett Bay (Acts, 1881), upon the condition that there shall be maintained at such port a school, or branch of a school, for the instruction of youths in navigation, seamanship, marine enginery and all matters pertaining to the proper construction, equipment and sailing of vessels, or any particular branch thereof.

And the president of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require it, such vessel shall be immediately restored to the secretary of the navy, and the officers so detailed recalled; and *provided*, *further*, that no person shall be sentenced to or received at such schools as a punishment, or commutation of punishment, for crime.

AUTHORITY OF THE STATE OF MASSACHUSETTS.

[CHAPTER 402.]

AN ACT TO ESTABLISH A NAUTICAL TRAINING SCHOOL.

Be it enacted, etc., as follows:

SECTION 1. The governor with the advice and consent of the council shall appoint, as soon as practicable after the passage of this act, three citizens of this Commonwealth, who shall constitute a board of commissioners of the Massachusetts nautical training school, and who shall hold office for terms of one, two and three years respectively, from the first day of July in the year eighteen hundred and ninety-one, and until their successors are appointed and qualified; and before the first day in July in each year thereafter one commissioner shall be appointed in like manner, to hold office for the term of three years. Vacancies may be filled for the residue of a term by appointment, and a commissioner may be removed at any time for cause, to be stated in the order of removal. All appointments and removals shall be made by the governor with the advice and consent of the council.

SECT. 2. Said commissioners shall serve without compensation, but they shall be reimbursed from the treasury of the Commonwealth for all expenses actually incurred by them in the performance of their official duties.

SECT. 3. Said commissioners shall provide and maintain a nautical training school for the instruction and training of pupils in the science and practice of navigation; shall furnish accommodations for the school on board a proper vessel; shall from time to time purchase and provide such books, stationery, apparatus and supplies as are needed in the work of the school; shall appoint and remove instructors and other necessary employees, and determine their compensation; shall fix the terms and conditions upon which pupils shall be received and instructed in the school, and discharged or dismissed therefrom; and shall establish all rules and regulations necessary for the management of the school. For the purpose of giving the pupils of the school a practical knowledge of navigation and the duties of mariners,

said commissioners shall from time to time provide for the making of cruises in or from the harbor of Boston.

SECT. 4. Said commissioners are authorized to receive from the United States government, and to use for the accommodation of the school, such vessel or vessels as the secretary of the navy may detail for that purpose.

SECT. 5. In order to properly maintain the said nautical training school, the commissioners may expend a sum not exceeding fifty thousand dollars, which shall be paid from the treasury of the Commonwealth on properly approved vouchers, which shall be approved by the governor and council and presented to the auditor of the Commonwealth for allowance in the same manner as other claims against the Commonwealth: *provided, however*, that no expenditure shall be made or allowed until a vessel suitable for the proposed nautical training school shall have been furnished by the United States government and turned over to the Commonwealth, and the same approved of and accepted by the governor and council.

SECT. 6. Said commissioners shall annually in the month of January make a report to the legislature, presenting a detailed statement of all moneys appropriated and expended for the purposes of the nautical training school during the year preceding; also stating the results of the work during such year, and making such recommendations as seem to them proper.

SECT. 7. This act shall take effect upon its passage.

[Approved June 11, 1891.]

VOTE OF EXECUTIVE COUNCIL UPON ACCEPTANCE BY THE COMMONWEALTH OF MASSACHUSETTS.

COMMONWEALTH OF MASSACHUSETTS,

COUNCIL CHAMBER, BOSTON, Nov. 9, 1892.

The committee on Military Affairs, to whom was referred the matter of the approval of the United States ship *Enterprise* for the purpose of a nautical training school, submit the following report.

E. V. MITCHELL, *for the Committee.*

Chapter 402 of the Acts of the year 1891 provides for the establishment of a nautical training school in this Commonwealth, and

section 2 of said act authorizes an expenditure of fifty thousand dollars to properly maintain the proposed school, and also provides for the furnishing by the United States government of a suitable vessel for such school which shall be turned over to the Commonwealth and accepted by the Governor and Council ; and whereas, the United States having furnished a suitable vessel and the same having been examined by the Executive Council, it is hereby *Ordered*, That the United States ship Enterprise be approved and accepted for the proposed nautical training school.

Approved in council, Nov. 9, 1892.

E. F. HAMLIN, *Executive Clerk*.

A true copy.

Attest: E. F. HAMLIN, *Executive Clerk*.

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

Establishment.

Under the authority of the above acts, the Secretary of the Navy, on Oct. 28, 1892, turned over to the authorities of the State of Massachusetts the United States steam sloop of war Enterprise, as a vessel suitable for the purpose.